

J/105 NEWS

August 1992

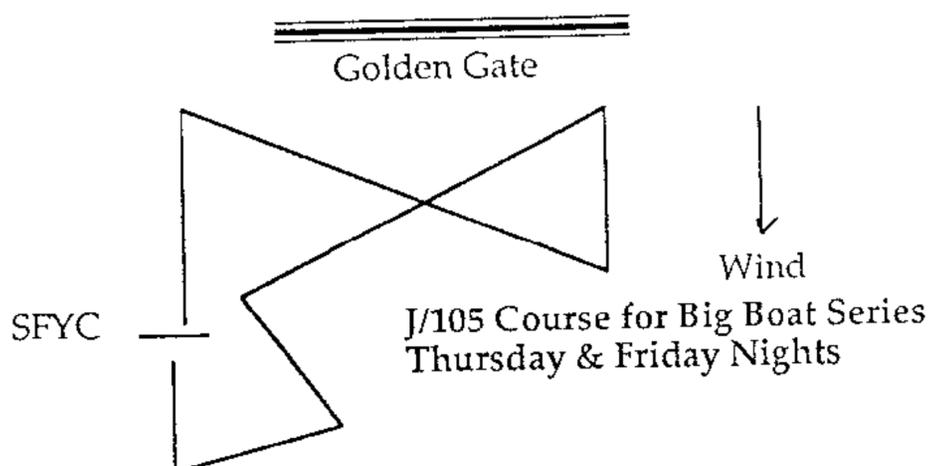
One-Design happenings for the New York Y.C. Cruise" and St. Francis Y.C. Big-Boat Series

With the New York Yacht Club's Annual Cruise just three weeks away, there are six J/105s committed to participate including NYYC Commodore H. Dyer Jones and Charlie Shumway who are chartering Jonathan & Cindy Knowles' ABRACADABRA from Yarmouth, Maine. Many of you may know Dyer from talking to him or owning the classic Dyer Dinghies. Also participating with a charter of Clint Wells' SARACEN is Jack Birmingham who is the CEO of Steinway Properties and past owner of the Swan 51 ADAGGIO. It looks as though the construction and finish-work of the 105 will come under some very close scrutiny that week. Don and Nancy Trask from the St. Francis Yacht Club have also been invited to participate sailing VMG. They plan to sail at different times with two other St. Francis members and their wives, Bill Chrysler and Harry Allen. The J/105 Class Rules attached will be used for the event. There may still be an opportunity to participate with your boat or a charter, if you are interested. Please contact Bob Johnstone at 401-841-5356 if you are, or if you know someone who is, interested.

S.F. Big-Boat Series

Leave it to Don Trask to figure some way to get people excited about one-design sailing. Not only that, he did it so that none of the eight J/105 crews involved would lose any vacation days while participating in this four day regatta at the St. Francis Yacht Club, September 17 to 20th.

The schedule is unique. Saturday and Sunday races are on the normal course. But, on Thursday and Friday at 5PM immediately in front of the Club with the "bigger-boat" crews as spectators, the J/105s will be starting with the "asymmetric is awesome" crowd - right after the Ultimate 30's and before the International 14s. The course is a beat up to the Crissy Field Beach, a 135 degree reach across the bay, a short beat to Hardy Rock near the North Tower of the Golden Gate Bridge, another 135 reach across to the Club, two jibes through a two legged slalom of 300 yards each, then a 500 yard beat to the finish in front of the club.



Double-Handed events: New England Solo-Twin and Stamford-Vineyard Race

The Newport Yacht Club plays host for the New England Solo-Twin starting Friday, August 7th at 11 AM. This race has both single-handed and double-handed mono-hull and multi-hull divisions as well as a division of J/24s sailing double-handed. The race starts in Newport with a 25 mile beat (most likely) leaving Block Island to port, then a 130 degree reach for 35 miles around No Man's Land buoy, South of Martha's Vineyard, then a 90 degree reach of about 30 miles back to Newport. Handicaps will be based upon PHRF-NB ratings (90 with small jib) adjusted for time-on-time instead of time-on-distance.

Two J/105s are currently entered. Rod and Jeff Johnstone in FOXTROT and Bob Johnstone and Max Williamson in SANDPIPER. It should be an interesting race for the J/105. Several of the TransAtlantic EUROPE 1 competitors will be sailing. Bob won this event five years ago with Steve Black in a J/35.

Stamford-Vineyard Race

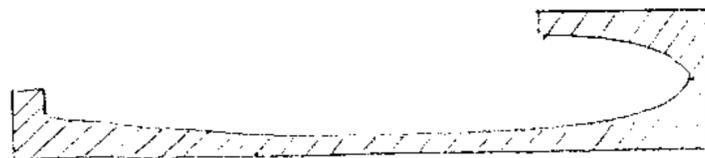
Another chance to demonstrate the J/105s double-handed operation is this classic offshore event of 233 miles starting September 4th off Cows Bell 32 near Stamford.

Joe Cooper (203) 323-4522 or the Stamford Y.C. (203) 323-3161 is the contact. He successfully arranged in 1990 to have the Stamford Y.C. include a double-handed division. 18 boats showed up, with only 3 coming from traditional racer-cruiser divisions. He thinks it will be even bigger this year and has invited J/105s to participate. Autopilots and asymmetric spinnakers are allowed.

Since all boats will be competing under PHRF of LIS, double-handed boats are eligible for PHRF Overall honors and the Tower Prize which goes to the first boat around Buzzards Tower (a 20 knot Southwester would do it).

Keel and Rudder Offsets

On page 4 are offsets for two sections of the keel and rudder so that you can check the fairness of these blades. It's really quite simple. Mark on 4 pieces of wood a centerline, plot the 1/2 Width stations down the centerline at the distance indicated, connect the dots with a fair curve then cut out with a ban saw so the template looks like this:



TWINGS, SNUFFERS & THINGS

There are some do's and don'ts learned from experience in handling the snuffer and asymmetric spinnaker under various conditions. Let me try to convey some of these.

Prior to going sailing with the snuffer (I leave it this way all the time when the boat is moored), I like to have the whole program completely hook up and hoist tested, except for the tack of the A-sail. The sail in the snuffer is dropped down the forward hatch. The halyard shackle is taped shut because I had one fly open on a hoist once. The halyard runs from the hatch, along the deck and is held away from the jib, and under the sheets by a hook (or by tying) to the base of the shrouds. To prepare for a hoist: (1) free the halyard from the shroud base, (2) open the hatch (3) grab the tack pull it over the bow pulpit and attach it to the end of the pole. When pulling the tack, it's OK in moderate winds to pull the bottom of the sail, all the way to the clew, out of the snuffer - letting the tack snake forward.

Lately, I've been using a Harken 004 double with becket at the end of the pole and attaching the tack to the becket with and snap shackle. This seems to keep the snuffer control lines which are going through the double block free from winding around the tack shackle. When taking the tack forward, be sure that it's not twisted around the snuffer control lines. One way to avoid this would be to run a tack line from the bow cleat, out through the bow chock, through the becket and back to the tack of the sail. When the pole is retracted, just a small part of the sail remains on deck, secured along with sheets, halyard and snuffer controls by the hatch in the vent position. When pulling out the pole, the tack automatically gets pulled out to the end.

Now you are ready to hoist. When the snuffer is up - and you can still reach it, before pulling the pole out - have the cockpit operator start the snuffer up so that you can assist freeing the clew and sheets which may otherwise bunch up inside. If clear, launch pole, and hoist snuffer.

It helps to hoist and douse once or twice after the A-sail has been put in the snuffer or after you've hooked the sheets up - just to be sure that it operates smoothly, the sail isn't oddly bunched and the sheets are not twisted somehow.

(continued on page 3)

RULE CHANGE PROPOSALS

5.3.3 Additionally permits Radar .

5.3.8 A 5/16" "U" bolt (P&S) on rail for jib reaching lead, midships mooring and twing fairlead.

5.3.9 Spinnaker sheet twings with additional Harken Cam Cleat (P&S) on cabin side.

6.5.1 Lengthens lower jib battens to 600 mm from 450 mm to prolong life of the sail.

PHRF Rating Update

Narragansett Bay rating with 100% Class jib and Class Asymmetric Spinnaker is 90, with 150% genoa it is 81. J/35s are at 72. Western Long Island Sound is 84 and 78, respectively and New England thus far is just 75 with 150% jib. No credit has been issued for the small jib in New England, yet.

Technical Notes

TLS 23 White Bottom Paint - This is not turning out as well as advertised. It's beautiful once any orange peel is really smoothed out with 200 wet-or-dry then finished with 400 grit - at a cost of 7 man-hours (which can be reduced by using air powered sanding blocks for the 200 part). It's white and as smooth as any finish you can imagine. But that lasts for about two weeks, then it starts to turn a greenish/beige and the slime build up is somewhere between a Baltoplate and plain gelcoat. So the anti-fouling properties aren't very good, nor does the paint stay white. Normal diving to remove slime with pads works, but white is not restored. It's not worth changing paint in mid-season. But, next year, as it stands, I'd go with a different bottom paint.

Mast Location - With the mast centered by chocks at the deck, the location of SANDPIPER's mast at the base in the head is 9.5 inches, measured from the back surface of the mast about 3 inches above the floor to the forward face of the Formica of the main bulkhead, above the fiberglass flange of the floor pan.

Water Trap - Under the drainage compartment for the J/Sprit there is an enclosed area accessible from under the V-berth through an inspection port. After one month's usage, SANDPIPER's had about 2 gallons of water in it. This is a bad place for weight. My solution was to drill a limber hole on centerline to insure that water would not accumulate but instead would drain to the bilge.

Securing the Wheel at Mooring - Run the tails of the traveller control lines through the becket of the spinnaker blocks then tightly tie above a wheel spoke on either side to avoid wear and tear on the wheel brake.

Wheel Quadrant Reinforcement - All wheel operated J/105s should have received notice from TPI by this time on procedures to reinforce and secure the quadrant adapter sleeve on their boat. If not, contact Ed Stuess at TPI 401-245-1200.

Teak-Faced Drawers - Two drawers have been designed to be part of the new Systems option. One fits under the chart surface of the Nav table, sliding out forward, and is large enough to hold a Chart Kit. The second is a utensil drawer designed for a 12" wide Rubbermaid flatware organizer to fit under the stove and sink, facing forward, on the galley side. These drawers, support rails and fasteners are available from TPI customer service. It took me about 3 hours to install them including making the cutouts with a sabre saw.

Take Downs

Taking down the A-Sail from other than the bow of the boat can result in a 77 sq. meter sea anchor. If not using the snuffer, we've found the best way is to (1) let the sheet go and release Sprit (2) grab the sail by the luff (tack) (3) depending on your anticipated next launch, pull it in either side of the jib (and forward/outboard of the jib sheets) and stuff down the forward hatch, leaving everything attached.

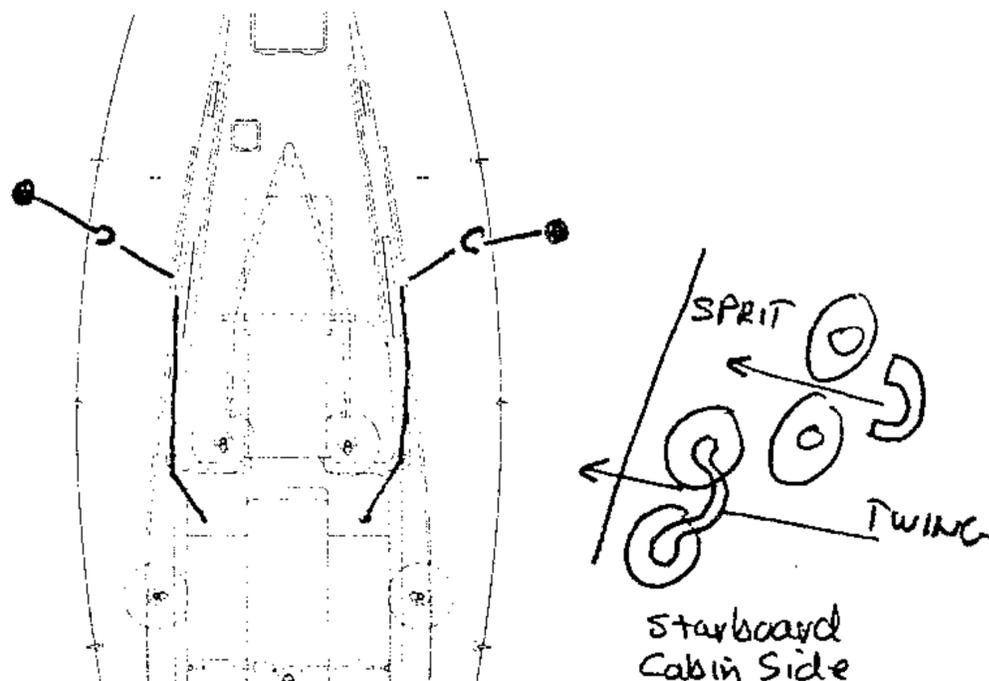
If using the snuffer, (1) snuff fully in heavy air or to the clew in moderate air to retain control, (2) retract pole, (3) grab sock/sail and pull in to windward of jib and down hatch as cockpit operator eases halyard as fast as you can control the drop, (4) close hatch, (5) pull loose halyard in middle to secure to base of shrouds.

Be careful trying to pull down snuffer to leeward of jib in heavy air. If the cone and sock drop over the lifelines into the water with the spinnaker halyard part way down, you've got an instant sea anchor. This can be done without a problem as long as the cone and bottom of the chute are captured on foredeck. One way to do this is to have a sail tie secured to the mooring cleat at all times, ready to wrap around the bottom of the snuffer/sail - if it's not down the hatch. Editors note: I'm no longer tying the cone of the snuffer into the bow pulpit with a sail tie or leaving the snuffer on deck.

Hint: Tie a 1/8 inch cord horizontally between upper and intermediate shrouds about two feet above the lower spreader. The sock often gets blown aft through the opening and then gets wedged, cleat-like in the "V".

Twings are IN

In the July News we proposed a rule change to permit use of snatch blocks for twinging down the spinnaker sheets to the rail when sailing deep angles downwind. This is modified to permit an easier, less costly, more effective system that works with dodger up and without leaving the cockpit. It also helps hold the sheets on deck which is a bit of a problem.



I used 5/16 Marlow braided poly with Harken #125 Big Bullets, through the U-bolt and existing deck fairleads to a new Harken cam cleat with eyestrapped mounted on either side of the cabin trunk. On the starboard side it was necessary to mount the cleat just aft of the J/Sprit launch cleat and about 2/3s down so cams of both cleats would swing free. Tap cam cleat bolts into the glass, because you can't get to nuts inside of instrument box with cleat in this location.

J/105 Keel & Rudder Offsets (MM)

	KEEL		KEEL		RUDDER		RUDDER	
Down Trailing Edge	Station 2	362.0	Station 5	1142.0	Station 2	280.0	Station 5	1120.0
Chord Length		1320.0		975.0		700.0		430.0
Nose Radius	13.7	Distance	25.2	Distance	11.9	Distance	7.10	Distance
Station	1/2 W	Aft on CL	1/2W	Aft on CL	1/2W	Aft on CL	1/2W	Aft on CL
1.25%	20.1	16.5	23.4	12.2	13.2	8.8	7.80	5.4
2.50%	27.9	33.0	32.2	24.4	18.1	17.5	10.90	10.8
5.00%	37.9	66.0	43.8	48.8	24.8	35.0	14.90	21.5
7.50%	44.8	99.0	51.7	73.1	29.3	52.5	17.60	32.3
10%	49.9	132.0	57.7	97.5	32.8	70.0	19.60	43.0
15%	57.0	198.0	65.9	146.3	37.3	105.0	22.30	64.5
20%	61.2	264.0	70.7	195.0	40.2	140.0	24.00	86.0
25%	63.4	330.0	73.2	243.8	41.7	175.0	24.90	107.5
30%	64.0	396.0	73.9	292.5	41.9	210.0	25.10	129.0
40%	61.9	528.0	71.5	390.0	40.5	280.0	24.30	172.0
50%	56.5	660.0	66.0	487.5	36.8	350.0	22.10	215.0
60%	48.6	792.0	56.1	585.0	31.6	420.0	19.00	258.0
70%	39.1	924.0	45.1	682.5	25.5	490.0	15.30	301.0
80%	27.9	1056.0	32.3	780.0	18.1	560.0	10.90	344.0
90%	14.7	1188.0	17.1	877.5	9.9	630.0	6.00	387.0
100%	1.6	1320.0	1.6	975.0	1.5	700.0	1.50	430.0